SURGEONS OF SANTA FE COAST LINES HOSPITAL ASSOCIATION

DR. LAWRENCE CHAFFIN, Chief Surgeon, Los Angeles, Calif.

DR. R. J. FLAMSON, Assistant Chief Surgeon, Los Angeles, Calif.

DR. A. L. KIEFER, Assistant Chief Surgeon, Los Angeles, Calif.

DR. JOHN D. RELFE, Local Surgeon.....San Francisco
DR. WALDO L. NEWBERG, Assistant Local Surgeon.....San Francisco
DR. R. A. CRUM, Local Surgeon.....Oakland
DR. W. L. BYERS, Assistant Local Surgeon.....Oakland
DR. C. L. ABBOTT, Division Surgeon.....Richmond-Oakland
DR. HANS BENEDICT, Shop Physician.....Richmond
DR. ALLEN MORROW, Local Surgeon.....Richmond
DR. LAWRENCE W. BROWN, Assistant Local Surgeon.....Richmond
DR. C. H. LENTZ, Local Surgeon.....Port Chicago
DR. C. L. KERNS, Local Surgeon.....Pittsburg
DR. RICHARD GINTER, Local Surgeon.....Antioch
DR. J. H. LIBBEY, Consulting Surgeon.....Antioch
DR. W. T. McNEIL, Local Surgeon.....Stockton
DR. JOHN McNALLY, Assistant Local Surgeon.....Stockton
DR. PHILIP VON HUNGEN, Local Surgeon.....Escalon
DR. E. E. CHOURET, Local Surgeon.....Oakdale
DR. PAUL E. KLEIN, Local Surgeon.....Hughson
DR. WILLIAM A. HAGEN, Assistant Local Surgeon.....Hughson
DR. E. M. SODERSTROM, Local Surgeon.....Merced
DR. GILBERT G. DAGGETT, Local Surgeon.....Madera
DR. R. W. DAHLGREN, Division Surgeon.....Fresno
DR. L. R. NIELSON, Local Surgeon.....Fresno
DR. F. R. FREETO, Assistant Local Surgeon.....Fresno
DR. W. F. CHAMLEE, Local Surgeon.....Hanford
DR. HAROLD JACOBS, Local Surgeon.....Corcoran
DR. JAMES A. SMITH, Assistant Local Surgeon.....Corcoran
DR. MAX D. HENDRICKS, Local Surgeon.....Wasco
DR. HENRY W. VOTH, Local Surgeon.....Shafter
DR. JOE SMITH, Division Surgeon.....Bakersfield
DR. WAYLAND P. MATT, Local Surgeon.....Bakersfield
DR. L. N. OSELL, Assistant Local Surgeon.....Bakersfield
DR. C. M. MATHIAS, Local Surgeon.....Tulare
DR. WILEY C. ZINK, Assistant Local Surgeon.....Tulare
DR. K. F. WEISS, Local Surgeon.....Visalia
DR. F. G. POWELL, Assistant Local Surgeon.....Visalia
DR. R. H. DUNN, Local Surgeon.....Cutler
DR. M. S. GAEDE, Local Surgeon.....Reedley
DR. JOHN S. GLENN, Local Surgeon.....Exeter
DR. HORACE G. CAMPBELL, Local Surgeon.....Lindsay
DR. F. L. WIENS, Local Surgeon.....Porterville
DR. R. D. KARSTAEDT, Assistant Local Surgeon.....Porterville
DR. ROBERT A. PATRICK, Local Surgeon.....Taft
DR. WILLIAM L. McEWEN, Assistant Local Surgeon.....Taft
DR. HAROLD L. SCHLOTTHAUER, Local Surgeon.....Mojave
DR. MADGE SCHLOTTHAUER, Assistant Local Surgeon.....Mojave
DR. GEORGE K. FAULKNER, Local Surgeon.....Boron
DR. M. F. FINK, Local Surgeon.....Barstow
DR. WILLIAM M. CLOVER, Assistant Local Surgeon.....Barstow

First aid kits are located at Boron, Bakersfield, Calwa, Fresno, Richmond, Oakland and San Francisco, on all locomotives, cabooses, and with all regularly assigned extra gangs.

E. E. SANDERS,
Trainmaster,
Bakersfield, Calif.

W. A. ROEBUCK,
Trainmaster,
Fresno, Calif.

NEIL WILSON,
Trainmaster,
Fresno, Calif.

A. A. KENNEDY,
Trainmaster,
Richmond, Calif.

J. C. DAVIS,
Asst. Trainmaster
Pittsburg, Calif.

J. B. WARD,
Chief Dispatcher,
Fresno, Calif.

P. W. ARCHIBALD,
H. A. HARGIS,
Asst. Chief Dispatchers,
Fresno, Calif.

S. A. WYSONG,
L. DUNCAN,
L. L. WEBSTER,
J. P. MARBERRY,
N. S. PETERSON,
E. C. STRETCH,
G. M. YOUNG,
R. L. SIMPSON,
R. D. RILEY,
M. L. POTTER,
G. T. WHEELER,
L. L. SAGE,
J. R. SHIPLEY,
J. E. SIKES,
J. H. WEBBER,
A. H. JENSEN,
Dispatchers, Fresno, Calif.

The Atchison, Topeka and Santa Fe Railway Co.

COAST Santa Fe LINES

VALLEY DIVISION
AND
SAN FRANCISCO TERMINAL DIVISION

TIME TABLE No. 109

IN EFFECT

Sunday, September 30, 1956

At 12:01 A. M.
Pacific Standard Time

This Time Table is for the exclusive use and guidance of Employes.

R. D. SHELTON,
General Manager,
Los Angeles, Calif.

F. N. STUPPI,
Asst. General Manager,
Los Angeles, Calif.

S. ROGERS,
Superintendent,
Fresno, Calif.

E. O. BAGENSTOS,
Superintendent,
San Francisco, Calif.

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD FIRST CLASS 7 Passenger Leave Daily	WESTWARD FIRST CLASS 1 San Francisco Chief Leave Daily	TIME TABLE NO. 109 September 30, 1956 STATIONS	EASTWARD FIRST CLASS 8 Passenger Arrive Daily	EASTWARD FIRST CLASS 2 San Francisco Chief Arrive Daily	Mile Post	Ruling Grade Ascending	Communications
Yard	FW TY		PM 3.45	AM 3.00	BARSTOW YL	s AM 3.50	s PM 9.10	746.4		C
		34.3			2.8				0.0	
223			3.50	3.05	HUTT	3.40	8.59	749.6		B
		12.1			2.4				0.0	
92			3.53	3.08	MACE	3.36	8.55	752.0		B
		5.3			5.0				7.7	
112			3.57	3.12	HINKLEY	3.32	8.50	757.0		B
		31.7			5.0				24.5	
71			4.01	3.16	EADS	3.28	8.45	762.0		B
		34.3			4.7				0.0	
100			4.05	3.22[8]	HAWES	3.22[1]	8.40	766.7		B
		34.3			5.6				12.2	
102			4.10	3.28	JIMGREY	3.13	8.35	772.3		B
		28.1			7.9				12.2	
113			4.16	3.35	KRAMER	3.07	8.28	780.2		B
		24.3			3.8				29.0	
72	Y		s 4.20	3.39	BORON	f 3.04	8.24	784.0		C
		0.0			5.6				34.3	
160			4.26	3.44	SILT	2.59	8.18	789.6		B
		26.4			7.5				11.1	
160	Y		s 4.35	3.50	EDWARDS	s 2.52	8.11	797.1		C
		34.3			6.5				0.0	
160			4.42	3.55	BISSELL	2.46	8.05	803.6		B
		22.2			6.5				18.5	
174			4.49	4.01	SANBORN	2.41	7.59	810.1		B
		52.8			5.6				0.0	
Yard	FW TY		s 5.02 5.20	f 4.15	MOJAVE YL (68.9)	s 2.33	s 7.50	818.4		C
					66.9					
		15.8	7.30	6.25	ABS KERN JUNCTION YL 2 TRKS.	12.28	5.38	885.2	0.0	C
					2.5					
Yard	FW T		s 7.40 PM	s 6.40 AM	BAKERSFIELD YL	12.20 AM	5.30 PM	887.7		C
			Arrive Daily	Arrive Daily	(138.3)	Leave Daily	Leave Daily			
			(38.2)	(37.7)	.....Average speed per hour.....	(39.5)	(37.7)			

Signal System One in effect between Barstow and Mojave and between Kern Jct. and M.P. 887.5.

Signal System Two in effect between M.P. 887.5 and Bakersfield.

Between East and West Towers, Barstow, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction, or switch not properly lined but not exceeding 10 miles per hour between Signal 7453 and West Tower and main track may be used not protecting against regular or extra trains and engines.

At Bakersfield between Signal 8871 at M.P. 887.5 (H Street) and Signals 8876-8878 at M.P. 888 there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined but not exceeding 20 MPH and main track may be used not protecting against regular or extra trains and engines.

Southern Pacific time table and rules govern movement of trains between Mojave and Kern Junction.

Rule 251 in effect between Kern Jct. and M.P. 888 at Bakersfield.

Rule 261 in effect between West Tower, Barstow, and signal at west end of siding at Hutt.

Trains must get numbered clearance card before leaving Barstow, Mojave and Bakersfield.

ARVIN DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD ↓	TIME TABLE NO. 109 September 30, 1956 STATIONS	EASTWARD ↑	Mile Post	Ruling Grade Ascending
100			ARVIN YL		333.1	
	42.2		4.3			37.0
40			DI GIORGIO YL		328.8	
	0.0		2.0			42.2
67			RIBIER YL		326.8	
	0.0		1.1			43.3
			WEST LAMONT YL		323.5	
	0.0		1.1			43.3
			LAMONT YL		324.6	
	0.0		7.7			43.3
			ALGOSO YL		316.9	
	0.0		0.3			43.3
			MAGUNDEN YL		316.6	
			(16.5)			

No switch lights on Arvin District.
Wye and water at Di Giorgio.

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD FIRST CLASS 7 Passenger Leave Daily	63 Golden Gate Leave Daily	61 Golden Gate Leave Daily	1 San Francisco Chief Leave Daily	TIME TABLE NO. 109 September 30, 1956 STATIONS	EASTWARD FIRST CLASS 6 Passenger Arrive Daily	60 Golden Gate Arrive Daily	2 San Francisco Chief Arrive Daily	62 Golden Gate Arrive Daily	Mile Post	Ruling Grade Ascending	Communications
Yard	FW T		PM 8.05	PM 4.00	AM 11.00	AM 6.45	BAKERSFIELD YL	AM s 7.00	PM s 1.55	PM s 5.25	PM s 11.59	887.7		C
		13.3					—3.4—						15.5	
E134 W122							JASTRO					891.1		B
		0.0					—6.6—						14.7	
180							UNA					897.7		B
		9.2					—7.7—						0.0	
E96 W118			s 8.25	s 4.18	s11.17	7.03	SHAFTER	s 6.30	s 1.28	f 4.56	11.31	905.4		C
		0.0					—7.6—						10.6	
130			s 8.36	s 4.27	s11.25	7.12	WASCO	s 6.20	s 1.20	f 4.48	11.23	913.0		C
		0.0					—6.2—						15.8	
178							ELMO					919.2		B
		0.0					—5.4—						15.8	
180							KERNELL					924.6		B
		0.0					—7.7—						8.4	
178			f 8.50				ALLENSWORTH	f 6.00				932.3		B
		9.5					—9.8—						1.7	
178			f 8.58				ANGIOLA					942.1		B
		4.1					—8.8—						2.6	
E116 W198	Y		s 9.10	s 4.56	s11.53	7.42	CORCORAN	s 5.45	s12.52	4.20	10.55	950.9		C
		4.1					—9.4—						0.0	
178							GUERNSEY					960.3		B
		5.8			—PM—		—7.6—						0.0	
E176 W 92			s 9.40	s 5.15	s12.09	s 8.00	S. P. Crossing HANFORD	s 5.25	s12.35	s 4.05	s10.40	967.9		C
		10.6					—5.3—						0.0	
180							SHIRLEY					973.2		B
		14.6					—2.8—						15.8	
70	Y		s 9.50				LATON	s 5.05				976.0		B
		0.0					—6.2—						15.8	
180							CONEJO					982.2		B
		10.6					—6.1—						0.0	
178							BOWLES					988.3		B
		10.6					—6.1—						0.0	
							CALWA TOWER S. P. Crossing					994.4		C
		0.0					—0.8—						4.2	
Yard	FW TY		s10.11 PM	5.40 PM	12.34 PM	8.30 AM	CALWA YL	4.46 AM	12.06 PM	3.36 PM	10.11 PM	995.2		C
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(107.5)	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
			(51.2)	(64.5)	(68.6)	(61.4)	.....Average speed per hour.....	(48.1)	(59.2)	(59.2)	(59.7)			

AUTOMATIC TRAIN STOP — CENTRALIZED TRAFFIC CONTROL

Signal System Two in effect between M.P. 887.5 at Bakersfield and end of two tracks at Calwa.

At Bakersfield between Signal 8871 at M.P. 887.5 (H Street) and Signals 8876-8878 at M.P. 888 there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined but not exceeding 20 MPH and main track may be used not protecting against regular or extra trains and engines.

Centralized Traffic Control in effect on main track and sidings between M.P. 888 Bakersfield and end of two tracks at Calwa.

In CTC sidings, speed limit 40 MPH.

At Laton, siding not signaled and switches not power-controlled but equipped with electric switch locks. Rule 105 applies in Laton siding.

Rule 251 in effect between end of two tracks at Calwa and end of two tracks at Fresno.

Trains must get numbered clearance card before leaving Bakersfield and Calwa except eastward freight trains and light engines will secure numbered clearance card before leaving Calwa Tower.

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD FIRST CLASS 7 Passenger Leave Daily	WESTWARD FIRST CLASS 63 Golden Gate Leave Daily	WESTWARD FIRST CLASS 61 Golden Gate Leave Daily	WESTWARD FIRST CLASS 1 San Francisco Chief Leave Daily	TIME TABLE NO. 109 September 30, 1956 STATIONS	EASTWARD FIRST CLASS 6 Passenger Arrive Daily	EASTWARD FIRST CLASS 60 Golden Gate Arrive Daily	EASTWARD FIRST CLASS 2 San Francisco Chief Arrive Daily	EASTWARD FIRST CLASS 62 Golden Gate Arrive Daily	Mile Post	Ruling Grade Ascending	Communications
Yard	FW TY		PM 10.13	PM 5.40	PM 12.34	AM 8.30	CALWA YL	AM f 4.46	PM 12.06	PM 3.36	PM 10.11	995.2		C
		15.8					1.6		PM				2.6	
							SUNMAID TOWER YL S. P. Crossing					996.8		C
		15.8					0.9						2.6	
							FRESNO TOWER YL S. P. Crossing					997.7		C
		5.3					0.4						5.3	
Yard	W		s10.23 10.50	s 5.46 5.50	s12.40 12.45	s 8.40 8.45	FRESNO YL	s 4.40 s 4.22	11.59 s11.55	s 3.30 s 3.25	10.05 s10.00	998.1		C
		15.8					2.0						5.3	
80			10.56	5.56	12.51	8.51	HAMMOND YL	4.16	11.49	3.18	9.54	1000.1		B
		15.8					5.0						5.3	
124			11.04	6.04	12.59	8.59	FIGARDEN	4.08	11.41	3.10	9.46	1005.1		B
		10.6					6.1						15.8	
124			11.09	6.09	1.04	9.04	GREGG	4.03	11.36	3.04	9.41	1011.2		B
		15.8					8.4						15.8	
124			f11.16	6.15	1.10	9.10	MADERA	s 3.55	11.30	2.58	9.35	1019.6		B
		16.1					6.1						15.8	
118			11.22	6.20	1.15	9.15	KISMET	3.47	11.25	2.53	9.30	1025.7		C
		7.4					4.7						0.0	
74			11.26		1.19	9.19	SHARON	3.43	11.21	2.49	9.26	1030.4		B
		15.8					5.7						15.8	
124			11.30	6.27	1.23	9.23	MARGUERITE	3.38	11.17	2.45	9.22	1036.1		B
		0.0					5.4						15.8	
180			s11.37				LE GRAND	s 3.33	11.13	2.41	9.18	1041.5		C
		5.3					5.8						15.8	
194			11.43				PLANADA					1047.3		C
		0.0	AM				8.8						12.7	
202			s12.05	s 6.45	s 1.41	s 9.40	MERCED	s 3.15	s11.01	s 2.28	s 9.06	1056.1		C
		5.3					6.8						17.4	
180							FLUHR					1062.9		B
		15.8					2.5						15.8	
18			s12.17				WINTON	s 2.50				1065.4		C
		15.8					6.3						15.8	
180							BALLICO	s 2.40				1071.7		B
		15.8					7.9						15.8	
180			s12.35				DENAIR	s 2.30				1079.6		C
		0.0					6.2						0.0	
38			s12.45				HUGHSON	s 2.20				1085.8		C
		17.4					3.4						15.8	
180			f12.50	7.15	s 2.15	s10.07	EMPIRE	f 2.10	s10.30	s 1.54	8.35	1089.2		C
		26.4					6.4						0.0	
Yard	FW Y		s 1.00 AM	s 7.21 PM	2.23 PM	10.13 AM	RIVERBANK	2.02 AM	10.23 AM	1.47 PM	8.28 PM	1095.6		C
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(100.4)	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
			(43.0)	(62.1)	(57.9)	(61.5)	.....Average speed per hour.....	(41.3)	(60.8)	(57.9)	(61.5)			

AUTOMATIC BLOCK SYSTEM — ATS — TWO TRACKS

AUTOMATIC TRAIN STOP — CENTRALIZED TRAFFIC CONTROL

Signal System One in effect between Calwa and Le Grand.

Signal System Two in effect between Le Grand and Riverbank.

Rule 251 in effect between end of two tracks Calwa and end of two tracks Fresno.

Centralized Traffic Control in effect on main track and sidings between Le Grand and Riverbank.

In CTC sidings, speed limit 40 MPH.

Trains or yard engines in siding at Hammond will be governed by indication of headout dwarf signal at east end of siding. Proceed indication displayed by this signal will supersede superiority of trains and authorize movement from Hammond to end of two tracks Fresno.

Trains must get numbered clearance card before leaving Calwa and Riverbank.

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD FIRST CLASS 63 Golden Gate Leave Daily	WESTWARD FIRST CLASS 61 Golden Gate Leave Daily	WESTWARD FIRST CLASS 1 San Francisco Chief Leave Daily	WESTWARD FIRST CLASS 7 Passenger Leave Daily	TIME TABLE NO. 109 September 30, 1956 STATIONS	EASTWARD FIRST CLASS 60 Golden Gate Arrive Daily	EASTWARD FIRST CLASS 2 San Francisco Chief Arrive Daily	EASTWARD FIRST CLASS 62 Golden Gate Arrive Daily	EASTWARD FIRST CLASS 6 Passenger Arrive Daily	Mile Post	Ruling Grade Ascending	Communications
Yard	FW Y		PM 7.23	PM 2.23	AM 10.13	AM 1.10	RIVERBANK	AM 10.23	PM 1.47	s PM 8.27	s AM 1.52	1095.6		C
186		15.8	s 7.29			s 1.16	6.0 ESCALON					1101.6	15.8	C
180		0.0					8.0 DUFFY					1109.6	15.8	
Yard	FY	0.0	7.47	2.45	10.42	f 1.38	10.4 MORMON	10.00	1.25	8.05	f 1.20	1120.0	5.3	C
Yard	WY	0.0	s 7.55 62	s 2.52	s10.55	s 1.43 1.55	1.4 S. P. and W. P. Crossings STOCKTON YL	s 9.55	s 1.20	s 7.55 63	s 1.15	1121.4	10.3	B
96		1.6	8.05	2.58	11.01	2.01	5.2 GILLIS	9.47	1.13	7.47	12.58	1126.6	1.8	B
72		0.0				s 2.05	2.7 HOLT				f12.55	1129.3	0.5	C
98		0.8	8.10	3.03	11.06	2.10	3.7 TRULL	9.42	1.08	7.42	12.50	1133.0	0.0	B
		11.6					1.8 MIDDLE RIVER					1134.8	5.3	B
71		0.0	8.16	3.09	11.12	2.16	2.0 ORWOOD	9.36	1.02	7.36	12.44	1136.8	10.6	C
74		3.2				2.19	3.0 BIXLER				12.41	1139.8	10.6	B
96		6.3	8.21	3.14	11.17	s 2.24	3.2 KNIGHTSEN	9.31	12.57	7.31	f12.38	1143.0	0.0	C
64		3.6				s 2.30	3.1 OAKLEY				f12.33	1146.1	6.6	C
58		7.4					1.5 DU PONT					1147.6	0.0	B
108		13.7	8.27	3.20	11.23	2.35	2.7 SANDO YL	9.25	12.51	7.25	12.28	1150.3	15.8	B
104		0.0	8.30	3.23	11.26	s 2.42	1.8 ANTIOCH YL	9.22	12.48	7.22	s12.25	1152.1	15.8	C
134	FW	15.8	s 8.38	s 3.30	11.34	s 2.55	3.7 PITTSBURG YL	s 9.17	s12.43	s 7.17	s12.15	1155.8	6.6	C
70		5.3	8.42	3.34	11.39	3.00	3.4 BROSE	9.11	12.38	7.11	12.03 AM	1159.2	11.6	B
108		15.8	8.47	3.39	11.44	s 3.07	4.4 PORT CHICAGO	9.07	12.34	7.07	s11.58	1163.6	15.8	C
44		0.0					2.2 MONSANTO					1165.8	0.0	B
67		0.0	8.52	3.44	11.49	3.12	1.1 MALTBY	9.02	12.29	7.02	11.50	1166.9	0.0	B
68		52.8	8.59	3.52	11.57 PM	3.20	6.5 GLEN FRAZER	8.55	12.22	6.55	11.43	1173.4	0.0	B
96		52.8	9.03	3.56	12.01	3.24	2.6 CHRISTIE	8.51	12.18	6.51	11.39	1176.0	52.8	B
102		0.0	9.07	4.01	12.12 2	3.29	3.1 LUZON	8.47	12.12 1	6.47	11.34	1179.1	52.8	B
		0.0	f 9.10	s 4.05	12.16	f 3.33	2.4 PINOLE	s 8.43	12.08	s 6.43	s11.29	1181.5	52.8	C
104		49.6	9.13	4.09	12.19	3.36	1.1 GATELEY	8.40	12.05	6.40	11.25	1182.6	29.9	B
106		52.8	9.18	4.14	12.24	3.41	3.9 RHEEM	8.35	12.01 PM	6.35	11.20	1186.5	52.8	B
Yard	FW TY	51.7	s 9.23 PM	s 4.19 PM	s12.29 PM	s 3.46 AM	3.1 RICHMOND YL	8.30 AM	11.56 AM	6.30 PM	11.15 PM	1189.6	52.8	C
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(94.0)	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
			(47.0)	(48.6)	(41.5)	(39.2)	.....Average speed per hour.....	(49.9)	(50.8)	(48.2)	(35.9)			

AUTOMATIC BLOCK SYSTEM — ATS — CTC

Signal System One in effect Between Mormon and Richmond.

Signal System Two in effect between Riverbank and Stockton Tower.

Centralized Traffic Control in effect on main track and sidings between Riverbank and east interlocking limits, Stockton Tower.

In CTC sidings, speed limit 40 MPH.

Rule 261 in effect between Stockton Tower and west end of Stockton siding 818 feet west of M.P. 1122 on both main track and siding. Trains or engines must not foul or enter either the main track or siding through hand-throw switches until authority to do so has been received from the control station and switches have been properly lined.

When complying with provisions of Rule S-89 (A) at:

Sando, westward train holding main track meeting eastward train must not pass preliminary board until Signal 11503 assumes stop position; westward train in siding must occupy spotting section two minutes with switch reversed, after which Signal 11505 will clear if main track unoccupied.

Glen Frazer, westward train on main track finding Signal 11731 in stop position may obtain proceed signal if route is clear by inserting switch key in signal box, turning to right, and waiting two minutes.

Westward train on siding finding Signal 11733 in stop position may obtain proceed signal if route is clear by inserting switch key in dwarf signal box, turning to right and waiting two minutes. Westward train on auxiliary siding will find Signal 11735 at stop. When switch is lined for main track, if route clear, Signal 11735 will clear in two minutes.

Christie, eastward train occupying main track to meet westward train, must not pass preliminary board until westward train has entered siding.

Christie, eastward train occupying siding must remain west of spotting section until ready to depart. Spotting section designated by sign near dwarf signal. Eastward train, when ready to proceed, must occupy spotting section between sign and dwarf signal; signal will clear in 45 seconds if main track is clear between west end of Glen Frazer and Signal 11782 at east end of Luzon. If trains are occupying section of main track between east end of Christie and Signal 11782 at east end of Luzon, the signal will not clear before two and one-half minutes.

Night signals will be displayed through all tunnels between Monsanto and Christie.

Helper engines must not be detached from trains in tunnels.

Trains must get numbered clearance card before leaving Riverbank and Richmond.

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD FIRST CLASS 63 Golden Gate Leave Daily	61 Golden Gate Leave Daily	1 San Francisco Chief Leave Daily	7 Passenger Leave Daily	TIME TABLE NO. 109 September 30, 1956 STATIONS	EASTWARD FIRST CLASS 60 Golden Gate Arrive Daily	2 San Francisco Chief Arrive Daily	62 Golden Gate Arrive Daily	6 Passenger Arrive Daily	Mile Post	Ruling Grade Ascending	Communications
Yard	FW TY		PM 9.25	PM 4.20	PM 12.30	AM 3.50	**RICHMOND** YL	s AM 8.30	s 11.55	s PM 6.30	s 11.13	0.0		C
		64.4					4.5						39.6	
66			9.35	4.30	12.40	4.00	EL CERRITO	8.20	11.45	6.20	11.03	4.5		B
		22.7					3.5						31.7	
20			s 9.47	s 4.40	s 12.50	s 4.15	BERKELEY	s 8.10	s 11.35	s 6.10	s 10.53	8.0		C
		0.0					1.9						0.0	
							S. P. Crossing					9.9		
		0.0					1.0						79.4	
Yard	Y		s 10.00 10.05	s 4.50 4.55	s 1.05 1.10	s 4.30 4.40	**OAKLAND** YL 40th and San Pablo	8.00 7.50	11.25 11.20	6.00 5.55	10.40 10.25	10.9		C
							7.0							
			10.25 PM	5.15 PM	1.30 PM	5.00 AM	SAN FRANCISCO	7.30 AM	11.00 AM	5.35 PM	10.05 PM			
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(17.9)	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
			(18.7)	(21.8)	(18.7)	(16.4)	.....Average speed per hour.....	(21.8)	(21.8)	(21.8)	(19.8)			

Signal System One in effect between Richmond and Signal 32 and at SP Crossing MP 9.9.

No. 61 is superior to No. 62. No. 63 is superior to No. 6.

Engine bell must ring continuously while moving between Richmond and Oakland.

Between Oakland and San Francisco passengers and hand baggage will be transported in buses; checked baggage, mail, and express in trucks.

Trains must get numbered clearance card before leaving Richmond and Oakland.

OIL CITY DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD ↓	TIME TABLE NO. 109 September 30, 1956 STATIONS	EASTWARD ↑	Mile Post	Ruling Grade Ascending
38			OIL JUNCTION YL		308.6	
	21.1		2.2			0.0
28			SEGURO YL		310.8	
	10.5		0.8			0.0
24			MALTHA YL		311.6	
	52.8		2.1			42.2
Yard			OIL CITY YL		313.7	
			(5.1)			

Water at Seguro; wye at Oil Junction.
Office of Communication at Seguro; booth phone at Oil Junction.

OAKDALE DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD ↓	TIME TABLE NO. 109 September 30, 1956 STATIONS	EASTWARD ↑	Mile Post	Ruling Grade Ascending
Yard			S. P. Crossing OAKDALE YL		6.5	
	21.1		6.5			21.1
Yard			RIVERBANK YL		0.0	
			(6.5)			

No switch lights on Oakdale District.
Wye at Oakdale.

FRESNO INTERURBAN DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD ↓	TIME TABLE NO. 109 September 30, 1956 STATIONS	EASTWARD ↑	Mile Post	Ruling Grade Ascending
17			HAMMOND YL		0.0	
	0.0		2.0			0.0
7			CINCOTTA YL		2.0	
	0.0		0.4			0.0
6			BARTONETTE YL		2.4	
	0.0		2.6			0.0
24			CAMEO YL S. P. Crossing		5.0	
	0.0		1.5			0.0
10			FORTHCAMP YL		6.5	
	0.0		0.7			0.0
6			BURNESS YL		7.2	
	0.0		5.8			0.0
24			FAIRVIEW YL		13.0	
	42.2		1.2			10.6
7			BIG BUNCH YL		14.2	
	15.3		1.0			8.4
14			ZEDIKER YL		15.2	
	9.5		0.5			0.0
10			RIVERBEND YL		15.7	
	31.7		1.0			42.2
4			ELK YL		16.7	
	10.6		0.2			0.0
			BELMONT AVE. YL		16.9	
			(16.9)			

Trains or yard engines in siding at Hammond will be governed by indication of headout dwarf signal at east end of siding. Proceed indication displayed by this signal will supersede superiority of trains and authorize movement from Hammond to end of two tracks Fresno.
No switch lights on Fresno Interurban District.
Booth phone at Hammond.
Trains to Fresno Interurban District will secure numbered Clearance Card at Sunmaid Tower.

WAHTOKE DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD ↓	TIME TABLE NO. 109 September 30, 1956 STATIONS	EASTWARD ↑	Mile Post	Ruling Grade Ascending
Yard			PIEDRA YL		16.9	
	0.0		2.1			58.3
7			AVOCADO		14.8	
	0.0		3.5			57.0
32			OAKHURST		11.3	
	0.0		2.0			52.8
22			MINKLER		9.3	
	0.0		2.2			31.7
76			CELLA		7.1	
	0.0		1.2			0.0
17			WAHTOKE		5.9	
	33.2		1.5			0.0
32			RADWIN		4.4	
	0.0		4.4			41.4
Yard			REEDLEY YL		0.0	
			(16.9)			

No switch lights on Wahtoke District.
Booth phone at Minkler.
Wye at Minkler and Reedley.

LATON DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD ↓	TIME TABLE NO. 109 September 30, 1956 STATIONS	EASTWARD ↑	Mile Post	Ruling Grade Ascending
57			LATON YL		0.0	
	0.0		5.6			10.4
7			CLINT YL		5.6	
	0.0		4.0			0.0
10			GEPFORD YL		9.6	
	0.0		6.0			0.0
16			SHILLING YL		15.6	
	0.0		1.8			0.0
11			LANARE YL		17.4	
			(17.4)			

No switch lights on Laton District.
Wye at Laton and Lanare.
Booth phone at Laton and Lanare.

VISALIA DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD ↓	TIME TABLE NO. 109 September 30, 1956 STATIONS	EASTWARD ↑	Mile Post	Ruling Grade Ascending
Yard			**CORCORAN** YL		0.3	
	28.5		4.1			0.0
16			WAUKENA		4.4	
	13.2		5.6			0.0
32			PAIGE		10.0	
	16.6		5.0			0.0
24			S. P. Crossing TULARE YL		15.0	
	13.9		4.1			0.0
15			SWALL		19.1	
	5.3		1.1			0.0
52			LOMA		20.2	
	5.3		5.0			0.0
46			VISALIA YL S. P. Crossing		25.2	
	0.0		6.6			16.2
28			PERAL		31.8	
	11.6		1.5			0.0
			S. P. Crossing		33.3	
	11.6		2.9			0.0
			CALGRO		36.2	
	10.6		2.3			15.9
66			**CUTLER** YL		38.5	
	0.0		3.2			0.0
32			SULTANA		41.7	
	0.0		3.4			13.2
52			DINUBA		45.1	
	9.3		3.7			0.0
Yard			REEDLEY YL		48.8	
	14.6		1.9			0.0
			S. P. Crossing		50.7	
	14.6		0.3			0.0
22			LAC JAC		51.0	
	0.0		2.4			0.0
68			PARLIER		53.4	
	5.3		1.4			0.0
23			MILEY		54.8	
	1.1		3.7			2.5
52			DEL REY		58.5	
	0.0		3.4			7.9
42			WOLF		61.9	
	0.0		2.5			8.5
32			LONE STAR		64.4	
	0.0		2.0			10.6
20			CECILE		66.4	
	0.0		2.5			10.6
Yard			**CALWA** YL		68.9	
			(68.9)			

Signal System One in effect at SP Crossing Tulare.

Wye at Corcoran and Reedley.

Office of Communication at Corcoran, Tulare, Visalia, Cutler, Sultana, Dinuba, Reedley, Parlier, Del Rey, and Calwa; booth phone at Waukena and Calgro.

PORTERVILLE-OROSI DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD ↓	TIME TABLE NO. 109 September 30, 1956 STATIONS	EASTWARD ↑	Mile Post	Ruling Grade Ascending
Yard			ABS BAKERSFIELD YL		116.0	
	13.3		2.5			0.0
29			LANDCO YL		113.5	
	0.0		2.8			51.5
28			OIL JUNCTION YL		110.7	
			38.8			
	52.8		**DUCOR** YL		71.9	
48			5.9			52.8
	52.8		ULTRA		66.0	
			7.0			52.8
			PORTERVILLE JCT. YL P. N. E. Crossing		59.0	
	0.0		0.8			33.2
42			PORTERVILLE YL		58.2	
	52.8		6.3			52.8
32			STRATHMORE JCT.		51.9	
	31.1		1.1			0.0
28			MIRADOR		50.8	
	3.1		4.1			31.4
52			LINDSAY YL		46.7	
	5.0		3.1			34.8
16			LUCCA		43.6	
	0.0		0.6			0.0
12			SIDES		43.0	
	15.8		3.8			0.0
40			EXETER YL		39.2	
	15.8		0.3			0.0
			Visalia Elect. Crossing		38.9	
	15.8		0.6			0.0
7			ANTES		38.3	
	4.7		1.6			5.3
16			VENIDA		36.7	
	0.0		2.7			5.3
16			FANE		34.0	
	21.1		2.8			8.9
19			HILLMAID		31.2	
	20.8		0.1			30.8
			Visalia Elect. Crossing		31.1	
	20.8		1.0			30.8
16			REDBANKS		30.1	
	0.0		1.8			20.8
10			CAIRNS		28.3	
	0.0		1.4			17.4
18			RAYO		26.9	
	0.0		3.1			17.4
32			SEVILLE		23.8	
	15.3		3.2			10.8
			WYETH YL		20.6	
			1.6			26.8
66			**CUTLER** YL			
	0.0		1.6			
			WYETH YL		20.6	
	14.4		2.0			0.0
24			OROSI		18.6	
	30.3		6.4			15.2
42			ORANGE COVE		12.2	
	16.2		5.9			10.6
23			NAVALENCIA		6.3	
	25.3		6.3			31.7
22			MINKLER		0.0	
			(116.0)			

Signal System Two in effect between Bakersfield and Oil Jct.

No switch lights between Ducor and Minkler.

Wye at Landco, Porterville, Wyeth and Minkler.

Office of Communication at Ducor, Porterville, Lindsay, Exeter, Cutler, Orosi, Orange Cove; booth phone at Landco, Oil Junction, Ultra, Strathmore Junction, Fane, Redbanks, and Minkler.

Southern Pacific time table and rules govern between Oil Jct. and Ducor.

At Ducor, yard limits on Santa Fe tracks only.

SUNSET RAILWAY COMPANY

TIME TABLE NO. 109

In effect September 30, 1956, at 12:01 A.M., Pacific Standard Time.

This Time Table is for the exclusive use and guidance of Employes.

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD ↓	TIME TABLE NO. 109 September 30, 1956 STATIONS	EASTWARD ↑	Mile Post	Ruling Grade Ascending
			TAFT YL		8.8	
	21.1		6.3			85.5
			KERTO		2.5	
	37.0		2.5			30.2
40			PENTLAND YL			
17			MARICOPA YL		31.9	
	73.9		1.9			84.5
			HAZELTON		30.0	
	0.0		2.5			85.5
40			PENTLAND YL		27.5	
	0.0		3.4			68.6
			SAN EMIDIO		24.1	
	0.0		6.0			68.6
26			LEVEE		18.1	
	5.3		3.7			10.6
47			MILLUX		14.4	
	0.0		2.1			5.3
			GULF		12.3	
	0.0		2.7			5.3
70			CONNER		9.6	
	13.2		6.4			0.0
			BANNISTER		3.2	
	10.6		3.2			0.0
20			GOSFORD			

No switch lights on Sunset Railway; wye at Pentland.

Office of Communication at Taft; booth phone at Millux and Gosford.

SPECIAL RULES

1. The Atchison, Topeka & Santa Fe Railway Company Rules, Operating Department, 1953, are applicable to Sunset Railway Company.

2. Special Rules, The Atchison, Topeka & Santa Fe Railway Company Valley Division time table are applicable to Sunset Railway Company.

3. Rule 93: Yard limit boards are located at Maricopa, Pentland and Taft.

4. At Pentland, normal position of junction switch will leave unbroken rail for Taft main track.

5. Spring derail switch is located in main track 900 feet west of west switch at Taft.

6. For movement of trains between Gosford and Kern Junction see Southern Pacific Company time table. For movement of trains between Kern Junction and Bakersfield see the Atchison, Topeka & Santa Fe Railway Company Valley Division time table.

SPEED RESTRICTIONS

LOCATION	Miles Per Hour	Time Per Mile in Minutes
Between Gosford and Pentland	20	3
Between Pentland and Maricopa	10	6
Between Pentland and Kerto	10	6
Between Kerto and Taft	20	3
Between east switch siding Taft and derail in main track west of Taft	10	6

1. Rule S-72: Except as otherwise provided, all eastward trains are superior to westward trains of the same class.

2. Rule 2: Standard clocks are located at Barstow (telegraph office and roundhouse), Bakersfield (telegraph office and roundhouse), Calwa (telegraph office and roundhouse), Fresno, Riverbank, Mormon, Pittsburg, Richmond (telegraph office and roundhouse), and Oakland.

3. . . . . .

3(A). Rule 16 is amended as follows:

Sound	Indication
(*e*)	Canceled.
(*l*) ———	When standing — apply or release brakes.
(*m*) ———	When running — brakes sticking; look back for hand signals.

Note: Hand or lamp signals must be given in addition to communicating signals (*a*), (*c*) and (*l*).

4. Rule 82 (B): Bulletin boards and books are located at Barstow, Bakersfield, Calwa, Ducor, Fresno, Riverbank, Mormon, Antioch, Pittsburg, Richmond, Oakland, and China Basin, San Francisco.

5. Rules 83 and 83 (A): Bakersfield, Southern Pacific register will be maintained to comply with Southern Pacific Rule 83-C, reflecting information on Kern Jct. register, but will not be used for registration.

Calwa, Riverbank, and Richmond, first class trains, except those originating or terminating, may register by Form 903.

Mormon, first class and extra trains, except those originating or terminating, may register by Form 903.

Cutler and Corcoran on Visalia District, trains may register by Form 903 during hours these offices are open.

6. Rule 93: Yard limits are located at:

Barstow
Mojave
Magunden-Arvin
Kern Junction-Bakersfield
Landco-Oil Junction-Oil City
Ducor (Santa Fe tracks only)
Porterville-Porterville Junction
Lindsay
Exeter
Corcoran (Visalia District only)
Laton-Lanare
Tulare
Visalia
Cutler-Wyeth
Reedley
Piedra
Calwa-Fresno-Hammond
Hammond-Belmont Ave.
Riverbank-Oakdale
Stockton
Sando-Antioch-Pittsburg
Richmond
Oakland

7. Rule 104 (A): At meeting or passing points, the employe attending the switch must not unlock derail or main track switch, nor station himself nearer to main track switch than the clearance point, and, when safe to do so, on opposite side of track, until expected train has been met or passed.

When complying with Rule S-89 (A), after lining and locking switch, he must take position not nearer than clearance point, and, when safe to do so, on opposite side of track, until opposing train enters siding.

Employes using switches must observe whether switch points fit properly after switch is lined, and must grasp the lock chain and pull it to insure that the lock is securely fastened.

Employes, in alighting from trains to change switches, must get off on opposite side of train from switch stand when to do so will not endanger their safety.

Crews of trains which are clear of main track must not give "proceed" signals to approaching trains.

Rule 104 (D) is amended: Spring switches will be designated by the letter "S" painted on the switch stand.

Trailing movements through spring switches must not be reversed until switch has been properly lined.

Except as provided in Rule 509 (A), if signal protecting facing point movement over a spring switch is in stop position, examine switch points to see that they are properly closed.

If necessary to spike a spring switch it must be protected and train dispatcher notified.

Sand must not be used or center blow-off cocks operated over spring switches.

Rule 104 (E) is amended: All sidings having hand-throw derails will have derail locked off rail, except when engines or cars are left unattended on siding.

8. . . . . .

9. The use of retainers on trains descending grades will be left to the judgment of conductors and enginemen.

When retainers are used on a freight train, speed of such train must not exceed twenty miles per hour.

10. Rule 761: Following is list of structures:

Mile Post	Location	Description
746.5	Barstow viaduct over passenger yard tracks and house tracks 1 to 4, inclusive	Highway Bridge
1096.7	Bridge 1096.719	Truss Bridge
1166.4	Bridge 1166.47	S. P. Bridge
1166.5	Bridge 1166.48	Highway Bridge
1169.3	Bridge 1169.3	Highway Bridge
1170.2	Between Maltby and Muir	Tunnel No. 1
1171.0	Between Muir and Glen Frazer	Tunnel No. 2
1173.6	Between Glen Frazer and Christie	Tunnel No. 3
1190.5	Between Richmond and Ferry Point	Tunnel No. 5

11. Rule 831: California: Civil Code, Section 2188, provides: "A passenger who refuses to pay his fare or conform to any lawful regulations of the carrier may be ejected from the vehicle by the carrier. But this must be done with as little violence as possible, and at any usual stopping place or near some dwelling house."

Section 487 provides:

"If any passenger refuses to pay his fare or to exhibit or surrender his ticket when respectfully requested so to do, the conductor and employes of the corporation may put him and his baggage out of the cars, using no unnecessary force, at any usual stopping place, or near any dwelling house on stopping the train."

12. Rule 862: Revenue passengers, and employes holding passes stamped "Good on Freight Trains", may be carried on freight trains, but only to and from stations where these trains are required to stop.

13. . . . . .

14. . . . . .

SPEED REGULATIONS

15. Enginemen of trains in which are dining or cafe cars will, during meal hours, regulate speed and manipulate air, rounding curves and making station stops so that train will move smoothly, without jar, and train conductors must observe that this is done.

Trains handling derricks, steam shovels, clamshells, ditchers, pile drivers, spreaders (except spreaders with wings folded and fastened) and similar machinery moving on its own running gear, must not exceed 30 MPH at any point on the Mojave, First, Second, Third and Oakland Districts; must not exceed 20 MPH on Porterville-Orosi and Visalia Districts; and must not exceed 15 MPH at any point on all other districts. This rule not applicable to machines mounted on flat cars with booms tied down.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	Miles Per Hour Psgr.	Frt.
Mojave District	79	60
Arvin District	20	20
First District		
Bakersfield to M.P. 891, Jastro	79	60
M.P. 891, Jastro, to Calwa	95	60
Second District	95	60
Third District		
Riverbank to Mormon	95	60
Mormon to Richmond	79	60
Oakland District	45	45
Visalia District		
Corcoran to Visalia	30	30
Visalia to Calwa	40	40
Porterville-Orosi District	40	40
Oil City District	..	15
Alpaugh District	..	10
Laton District	..	20
Wahtoke District	25	25
Fresno Interurban District	15	15
Oakdale District	20	20
Maximum speed, passenger trains handling one or more heavyweight cars, 90 miles per hour.		
In freight and mixed service on descending grades of over one percent, the maximum is 30 miles per hour with locomotives with dynamic brake not in use.		
When street or highway crossings are shown speed applies only while head end of train is passing.		
MOJAVE DISTRICT		
Curve M.P. 747.2 to 747.6	60	60
3 Curves M.P. 816.4 to 817.5	25	25
Kern Jct. to Bakersfield	20	20
ARVIN DISTRICT		
Curve M.P. 324.2 to 324.4	8	8
Curve M.P. 329.7 to 329.9	8	8
FIRST DISTRICT		
Bakersfield M.P. 887.5 to 888.5	20	20
2 Curves M.P. 889.3 to 890.1	50	50
Curve M.P. 892.9 to 893.4	70	60
Corcoran M.P. 950.5 to 951.1	50	50
Hanford M.P. 967.5 to 968.4	20	20
Curve M.P. 969.3 to 969.5	55	55
Curve M.P. 973.7 to 973.9	55	55
2 Curves M.P. 975.0 to 975.8	50	50
Calwa Tower to Calwa	40	40
SECOND DISTRICT		
Calwa to Sunmaid Tower	40	40
Sunmaid Tower to M.P. 1002	20	20
Curve M.P. 1024.0 to 1024.3	85	60
Curve M.P. 1047.4 to 1047.9	75	60
Curve M.P. 1053.8 to 1054.1	75	60
Merced M.P. 1055.7 to 1057.0	30	30

LOCATION	Miles Per Hour Psgr.	Frt.
SECOND DISTRICT (Continued)		
2 Curves M.P. 1069.1 to 1070.5	70	60
Curve M.P. 1087.9 to 1088.1	55	55
THIRD DISTRICT		
Stockton M.P. 1119.0 to 1122.0	20	20
Bridge M.P. 1123.8 to 1123.9	30	30
Track M.P. 1134.7 to 1136.4	30	30
Curve M.P. 1139.5 to 1139.8	65	60
Antioch M.P. 1151.3 to 1152.3	45	45
Pittsburg M.P. 1155.4 to 1156.1	24	24
2 Curves M.P. 1161.3 to 1161.9	50	50
Port Chicago Crossing, west of station, M.P. 1163.4 (11 PM-7 AM)	30	30
4 Curves M.P. 1167.3 to 1168.6	50	50
2 Curves M.P. 1169.1 to 1170.2	60	60
2 Curves M.P. 1170.5 to 1171.2	50	50
8 Curves M.P. 1171.3 to 1173.6	45	45
Tunnel No. 3 & 4 Curves M.P. 1173.6 to 1175.9	50	50
Curve M.P. 1176.0 to 1176.3	45	45
3 Curves M.P. 1176.4 to 1177.1	50	50
2 Curves M.P. 1178.0 to 1178.9	50	50
3 Curves M.P. 1179.2 to 1180.2	45	45
2 Curves M.P. 1180.2 to 1180.9	50	50
4 Curves M.P. 1181.0 to 1182.5	55	55
Curve M.P. 1184.7 to 1185.0	65	60
Curve M.P. 1185.1 to 1185.4	50	50
3 Curves & track M.P. 1185.8 to 1189.0	45	45
2 Curves M.P. 1189.0 to 1189.6	20	20
OAKLAND DISTRICT		
Track M.P. 0.0 to 0.5	20	20
Grade M.P. 1.2 to 1.8 Eastward	45	40
Track M.P. 3.0 to 10.2	20	20
Track M.P. 10.2 to 10.8	15	15
Track M.P. 10.8 to 10.9	5	5
VISALIA DISTRICT		
Tulare M.P. 14.3 to 15.9	20	20
Visalia M.P. 24.5 to 26.0	15	15
Reedley M.P. 48.2 to 49.5	20	20
Parlier M.P. 53.1 to 53.6	24	24
Del Rey M.P. 58.4 to 58.8	24	24
Curve M.P. 62.2 to 62.7	30	30
PORTERVILLE-OROSI DISTRICT		
Track M.P. 0.0 to 12.0	10	10
Track M.P. 12.0 to Cutler	25	25
Exeter M.P. 39.1 to 39.6	20	20
Lindsay M.P. 46.1 to 47.1	20	20
2 Curves M.P. 61.5 to 62.1	30	30
Between Porterville and Ducor	40	30
Between Oil Junction and Landco	40	35

Rule 817: Equipment listed below must not be moved through water above top of rail greater than the depths and not in excess of the speeds shown:

Types of Equipment	Maximum depth above top of rail (inches)	Maximum speed in tow (MPH)	Maximum speed under own power (MPH)
Diesel Engines, Classes:			
450, 451	2	5	5
1, 11, 50, 80, 2099, 2100	3	5	5
51, 90, 650, 2300, 2301, 2310, 2600, 3000	4	5	5
460, 2400	4½	5	5
16, 37, 100, 200, 300, 325, 500, 501, 503, 625, 1500, 2201, 2207, 2260, 2303, 2322, 2394, 2403, 2418, 2611, 2650	5	5	5
Diesel-Electric and Gas-Electric Motor Cars	3	5	5
Passenger Cars:			
Roller Bearing	8	5	—
Friction Bearing	12	5	—

MAXIMUM SPEED OF LOCOMOTIVES

Diesel and Gas-Electric	Forward Miles Per Hour	Light Forward Miles Per Hour	Backing or When Controlled From Rear Unit Miles Per Hour	Dead-In-Train Miles Per Hour
11-90, 300-314	100	45	45	90
325-344	80	45	45	80
100-289, 401-430	65	45	45	60
99, 600-611, 700-731, 2099, 2100-2162, 2650-2893, 3000-3019	65	45	45*	60
450-451	30	30	30	20
460-468	35	35	35	20
500-558, 625-633, 1500-1537, 2200-2299, 2303-2304, 2310-2391, 2394-2399, 2403-2438, 2600-2606	45	45	45	45
650-653, 2300-2302, 2400-2402	40	40	40	30
M115-M157, M175-M187	65	65	25	60
M160-M162	70	65	25	70
M190	80	65	25	75
RDC 191-192 (Coupled)	80	80	70	70
RDC 191-192 (Single Unit)	80	80	50	70

*Note—65 MPH applies when backing handling train.

SPEED TABLE—FOR INFORMATION ONLY

Time Per Mile Min.	Time Per Mile Sec.	Miles Per Hour	Time Per Mile Min.	Time Per Mile Sec.	Miles Per Hour	Time Per Mile Min.	Time Per Mile Sec.	Miles Per Hour
..	36	100	..	58	62.1	1	40	36.0
..	37	97.3	..	59	61.0	1	42	35.3
..	38	94.7	1	..	60.0	1	44	34.6
..	39	92.3	1	02	58.0	1	46	34.0
..	40	90.0	1	04	56.2	1	48	33.3
..	41	87.8	1	06	54.5	1	50	32.7
..	42	85.7	1	08	52.9	1	52	32.1
..	43	83.7	1	10	51.4	1	54	31.6
..	44	81.8	1	12	50.0	1	56	31.0
..	45	80.0	1	14	48.6	1	58	30.5
..	46	78.3	1	16	47.4	2	..	30.0
..	47	76.6	1	18	46.1	2	05	28.8
..	48	75.0	1	20	45.0	2	10	27.7
..	49	73.5	1	22	43.9	2	15	26.7
..	50	72.0	1	24	42.9	2	30	24.0
..	51	70.6	1	26	41.9	2	45	21.8
..	52	69.2	1	28	40.9	3	..	20.0
..	53	67.9	1	30	40.0	3	30	17.1
..	54	66.6	1	32	39.1	4	..	15.0
..	55	65.5	1	34	38.3	5	..	12.0
..	56	64.2	1	36	37.5	6	..	10.0
..	57	63.2	1	38	36.8	12	..	5.0

16. SWITCHES—MAXIMUM AUTHORIZED SPEED.

Maximum speed permitted through all yard and roundhouse turnouts and crossovers—10 MPH; all main track turnouts and crossovers—15 MPH; except for spring and power controlled switches and crossovers at following locations:

"I"—Interlocked Switch.
"S"—Spring Switch.
"CTC"—Dual Control.
"ESL"—Electric Switch Lock.
"EE"—East End.
"WE"—West End.

Station	Type	Location	MPH
MOJAVE DISTRICT			
Hutt	I	EE Siding	15
	S	WE siding	15
Hinkley	S	EE and WE siding	30
Eads	S	EE and WE siding	30
Hawes	S	EE and WE siding	30
Jimgrey	S	EE and WE siding	30
Kramer	S	EE and WE siding	30
MOJAVE DISTRICT (Continued)			
Boron	S	EE and WE siding	30
Silt	S	EE and WE siding	30
Edwards	S	EE and WE siding	30
Bissell	S	EE and WE siding	30
Sanborn	S	EE and WE siding	30
FIRST DISTRICT			
Bakersfield	CTC	WE two tracks 1000 feet west of MP 888	20
Jastro	CTC	EE siding	30
	CTC	WE siding and crossover	40
	CTC	Porterville-Orosi Jct. switch	30
Una	CTC	EE and WE siding	40
Shafter	CTC	EE and WE siding and crossover	40
Wasco	CTC	EE and WE siding	40
Elmo	CTC	EE and WE siding	40
Kernell	CTC	EE and WE siding	40
Allensworth	CTC	EE and WE siding	40
Stoil	ESL	Industry track switches	30
Angiola	CTC	EE and WE siding	40
Blanco	ESL	Industry track switches	30
Corcoran	CTC	EE and WE east siding	40
	CTC	EE and WE west siding	40
Guernsey	CTC	EE and WE siding	40
Hanford	CTC	EE and WE east siding	40
	CTC	EE and WE west siding	30
Shirley	CTC	EE and WE siding	40
Laton	ESL	EE and WE siding (not signaled)	30
Conejo	CTC	EE and WE siding	40
Bowles	CTC	EE and WE siding	40
Calwa	CTC	End of two tracks	30
SECOND DISTRICT			
Fresno	S	End of two tracks	20
Hammond	S	EE and WE siding	15
Figarden	S	EE and WE siding	30
Gregg	S	EE and WE siding	30
Madera	S	EE and WE siding	30
Kismet	S	EE siding	30
	I	WE siding	30
Sharon	S	EE and WE siding	30
Marguerite	S	EE and WE siding	30
Legrand	CTC	EE and WE siding	40
Planada	CTC	EE and WE siding	40
Merced	CTC	EE siding	40
	CTC	WE siding	30
Fluhr	CTC	EE and WE siding	40
Ballico	CTC	EE and WE siding	40
Denair	CTC	EE and WE siding	40
Empire	CTC	EE and WE siding	40
Riverbank	CTC	EE of lead	15
	CTC	EE siding	40
THIRD DISTRICT			
Riverbank	CTC	WE of lead	15
	CTC	WE siding	40
Escalon	CTC	EE and WE siding	40
Duffy	CTC	EE and WE siding	40
Mormon	CTC	EE siding	40
	CTC	Crossover	30
Stockton	I	WE siding	30
Gillis	S	EE and WE siding	30
Holt	S	EE and WE siding	30
Trull	S	EE and WE siding	30
Orwood	I	EE siding	15
	S	WE siding	30
Bixler	S	EE and WE siding	30
Knightsen	S	EE and WE siding	30
Sando	S	EE siding	30
Antioch	S	WE siding	30
Pittsburg	S	EE siding	15
	S	WE siding	30
Brose	S	EE and WE siding	30
Port Chicago	S	EE and WE siding	30
Maltby	S	WE siding	30
Glen Frazer	S	EE and WE siding	30
Christie	S	EE and WE siding	30
Luzon	S	EE and WE siding	30
Gateley	S	EE and WE siding	30
Rheem	S	EE and WE siding	30
PORTERVILLE-OROSI DISTRICT			
Landco	S	Stem of wye	10
	S	EE siding	15

17. JUNCTION SWITCHES.

Normal position of junction switches is as follows:

Mojave, S.P. main track (see S.P. time table rules)
Corcoran for First District
Laton for First District
Cutler for Visalia District
Reedley for Visalia District
Wyeth for Porterville District
Minkler for Wahtoke District
Tulare Street, Fresno, for eastward trains
Hammond for Second District
Cameo for Fresno Interurban trains
Riverbank for Second and Third District trains

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 620
MOJAVE DISTRICT			
Barstow West Tower	Main track and connecting crossovers.	Interlocking. Ten miles per hour.	To Mojave District — — 0 Against current of traffic —— 0 Engine lead 00——0 Switching tail 0000 Tracks 1 to 17 incl. 0——00 Tracks 18 to 30 incl. ——0——0
Kern Junction	Santa Fe two tracks connection to and from S. P. two tracks. Santa Fe main track to Sunset track.	Interlocking.	Crossover — 0 — 0 West main to S. P. West main 0 — — Main track to Sunset — 0 —
FIRST DISTRICT			
Hanford	S. P. Coalinga Branch	CTC Rules.	
Calwa 0.8 East	S. P. main track and entrance to yard.	CTC Rules.	
VISALIA DISTRICT			
Tulare	S. P. main line.	Interlocking. Rule 606(c).	
Visalia	S. P. Visalia branch.	Stop. Rules 98, A, B, and C.	
Peral 1.5 West	S. P. Porterville branch.	Stop. Rules 98, A, B, and C.	
Lac Jac 0.3 East	S. P. Porterville branch.	Stop. Rules 98, A, B, and C.	
PORTERVILLE-OROSI DISTRICT			
Hillmaid 0.1 West	Visalia Elec.	Stop. Rules 98, A, B, and C.	
Exeter 0.3 West	Visalia Elec.	Stop. Rules 98, A, B, and C.	
Porterville 0.8 East	S. P. Success Branch	Stop. Rules 98, A, B, and C.	
SECOND DISTRICT			
Sunmaid Tower 0.5 West Calwa	S. P. Porterville branch. Two tracks crossover and yard lead.	Interlocking.	Pike lead — 00 — Crossovers — 0 — 0
Fresno Tower 0.4 East	S. P. Friant branch. Two tracks crossover, yard lead and Industry tracks.	Interlocking.	Crossover — 0 — 0 Pike lead — 00 — Guggenhime No. 1 and Corral track 00 — 00 Guggenhime No. 2 00 — 0 Hill tracks 000 — — Yard track — 0 —
Kismet 0.3 West	S. P. Berenda branch and west switch to siding.	Interlocking.	
FRESNO INTERURBAN DISTRICT			
Cameo	S. P. Friant branch.	Stop. Rules 98, A, B, and C.	
OAKDALE DISTRICT			
Oakdale	S. P. Oakdale branch.	Stop. Rules 98, A, B, and C.	
THIRD DISTRICT			
Stockton 0.4 East	W. P. and S. P. main tracks and transfer tracks.	Interlocking.	Main line to Town lead —— 0 —— S. P. North transfer 00 — S. P. South transfer 000 — W. P. main track connection 0 —— Town lead thru plant —— 0
Stockton 1.0 West	Main track and siding.	Interlocking. Dual operated.	
Stockton 1.3 West	Webber-Edison Street Lead over S. P. Lead to Standard Oil Plant.	Stop. Rule 98 (B).	
Middle River	Drawbridge.	Interlocking.	
Orwood 0.8 East	Drawbridge and siding.	Interlocking.	
Pittsburg 0.9 East	Lead to Columbia Steel over S. N.	Stop. Rules 98, A, B and C and Bulletin Instructions.	
Pittsburg 0.90 West	Lead to P. G. & E. plant over S. N. main track.	Stop. Gate. Bulletin Instructions.	
Pittsburg 0.91 West	Lead to P. G. & E. plant over S. N. lead track.	Stop. Bulletin Instructions.	
OAKLAND DISTRICT			
Berkeley 1.9 West	S. P. Berkeley branch.	When home signal indicates STOP be governed by Rules 98, A, B, C, and D.	
Oakland 0.7 West	AT&SF, S. P., O. T. Ry., single slip switch crossings.	Bulletin Instructions.	
Oakland 1.1 West	S. P. West Oakland connection.	Stop. Rules 98, A, B, C, and D.	

When SELECTOR lever on dual control switch machine is moved from MOTOR to HAND position, the hand throw lever must be operated sufficiently to determine that the lever is rigidly engaged with the switch points before hand signal is given for movement over the switch points.

Other Tracks Not Shown on Face of Time Table

Location	Mile Posts	Car Capacity	Switch Connection
MOJAVE DISTRICT			
Lockhart	764.9	26	East & West
P. C. Borax Co.	784.7	3.4 miles	East
Government Spur	785.0	3.7 miles	East
Government Spur	797.1	6.5 miles	East & West
ARVIN DISTRICT			
Lonsmith	318.0	7	East & West
Harpertown	321.1	3	West
Patch	325.9	4	East
FIRST DISTRICT			
Rosedale	895.7	49	East & West
Crome	899.5	34	West
Ivy	909.8	10	East
Palmo	910.5	28	West
Neufeld	914.7	6	East
Pond	921.2	40	East
Stoil	936.0	89	East & West
Alpaugh	941.8	5 miles	From Stoil
Blanco	945.9	68	East & West
Pitco	970.1	7	East
Lucerne	971.8	5	East & West
Monmouth	985.6	26	East & West
SECOND DISTRICT			
Trigo	1014.3	40	East & West
Tuttle	1050.7	54	East & West
Kadota	1052.1	75	East & West
Pritchard	1058.9	20	East
Cortez	1074.6	15	East & West
Claus	1092.8	42	East & West
THIRD DISTRICT			
Burnham	1112.5	34	East & West
Rockwell	1114.8	13	East
Woodsbro	1125.5	54	East & West
Werner	1138.8	23	East & West
Bridgehead	1148.4	16	East & West
East Antioch	1149.2	127	East & West
Nichols	1161.3	15	East
Muir	1170.6	..	East
Herpoco	1180.4	..	West
San Pablo	1187.8	11	East & West
OAKLAND DISTRICT			
Malott	4.0	8	East & West
Fairmount Avenue	5.7	11	East
OAKDALE DISTRICT			
Ladino	3.7	8	West
VISALIA DISTRICT			
Higby	21.8	12	East
Tokay	42.3	25	East & West
Enson	43.9	14	East
Mattei	65.2	2 miles	West
PORTERVILLE-OROSI DISTRICT			
Wimp	22.2	5	East
Twin Buttes	25.3	9	West
Woodlake	33.5	2 miles	From Hillmaid
West Venida	36.1	11	West
Matchin	37.3	10	East
List	40.6	20	West
Sierra Heights	48.5	13	East
Gillette	50.4	52	East
Strathmore	52.0	2 miles	East
Mosian	54.5	23	East
Lumer	60.9	6	East
Sunland	61.4	1 mile	West
Magnolia	61.9	14	East
San Joaquin Cotton Compress	111.3	30	East & West
FRESNO INTERURBAN DISTRICT			
Hammer Field	4.9	1 mile	East

LENGTH OF STEMS OF WYES

Location	Feet	Location	Feet
Barstow (M.P. 747.3)	2796	Oakland (Old)	320
Boron	Mine Spur	Oakland (New)	1800
Edwards	Army Spur	DiGiorgio	500
Landco	1300	Lanare	505
Corcoran	Visalia District	Oakdale	391
Laton	337	Reedley	Wahtoke District
Calwa	Visalia District	Minkler	Porterville-Orosi District
Riverbank	2300	Wyeth	1.6 Miles
Mormon	2610	Porterville	1143
Stockton	1450		

CONDITIONAL STOPS SHOWN WILL BE MADE ONLY FOR REVENUE PASSENGERS

The term "beyond" refers to regular, flag or conditional stops authorized herein.

Train	Stops at Stations	To Receive Passengers For	To Discharge Passengers From
1	Flagstaff	Prescott and beyond, Bakersfield and beyond	Kansas City and beyond
	Kingman	Bakersfield and beyond	
	Edwards, Shafter, Wasco, Riverbank, Escalon, Pittsburg, Pinole		Belen and beyond
2	Pinole, Riverbank, Edwards	Belen and beyond	
	Kingman		Bakersfield and beyond
	Flagstaff	Clovis and beyond	North of Barstow
3	Corona, Fullerton		Barstow and beyond
17	Pomona		Kansas City and beyond
18	Pomona	Kansas City and beyond	
	Flagstaff	Kansas City and beyond	Los Angeles
19	Flagstaff	Barstow and south	Kansas City and beyond; Denver to La Junta
	Williams	Barstow and beyond	Albuquerque and beyond
	Kingman	San Bernardino and beyond	Newton and beyond
	Victorville, Pomona		Albuquerque and beyond
20	Pomona, Victorville	Albuquerque and beyond	
	Kingman	Kansas City and beyond	San Bernardino and beyond
	Williams	Albuquerque and beyond	Barstow and beyond
	Flagstaff	La Junta to Denver; Kansas City and beyond	Barstow and beyond
21	Williams	Barstow and beyond	Albuquerque and beyond
	Ash Fork		Albuquerque and beyond destined south of Ash Fork
	Pomona		Albuquerque and beyond
22	Williams	Albuquerque and beyond	Barstow and beyond
123	Laguna, Grants		Albuquerque and beyond
	Ludlow	Los Angeles	
	Rivera		Williams and beyond
124	Rivera, Ludlow	Williams and beyond	
	Grants	Albuquerque and beyond	
62	Empire	Fresno and beyond	Stockton and beyond
	Corcoran, Wasco, Shafter		Fresno and beyond
63	Empire	Stockton and beyond	Fresno and beyond
71, 73, 75, 77, 79	Rivera		Oceanside, Del Mar, or San Diego
71	Encinitas, San Juan Capistrano	Los Angeles	
77	Encinitas, San Clemente	Los Angeles	
70, 72, 74, 76	Rivera	Oceanside, Del Mar, or San Diego	
76	Anaheim, San Juan Capistrano		Los Angeles
80	Irvine, El Toro		Los Angeles

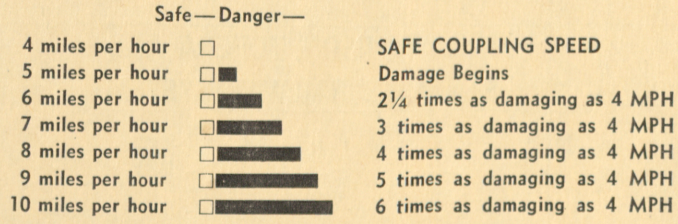
A. J. STROBEL, General Watch Inspector.....Topeka
R. W. WELLS, Asst. General Watch Inspector.....San Bernardino

LOCAL TIME INSPECTORS

E. F. MANNERS.....107 E. Main St., Barstow
C. E. SPICER.....Mojave
ARLIE KNIGHT.....1663 Chester Ave., Bakersfield
J. N. CHENEY.....1600 20th St., Bakersfield
MYRON M. HANEY.....2015 Fresno St., Fresno
W. A. SWANSON.....4427 E. Jensen Ave., Calwa
J. H. BOGUE.....1714 "L" St., Merced
PAUL SMITH.....324 Santa Fe Ave., Riverbank
CON MANTELE.....129 N. Sutter St., Stockton
EUGENE MAYER.....516 - 2nd St., Antioch
W. R. STRIBLEY.....1013 MacDonald Ave., Richmond
OTTO A. POULSEN.....1317 MacDonald Ave., Richmond
LOWELL O. DIXON.....1809 Telegraph Ave., Oakland
ED S. BRILLON.....4344 San Pablo Ave., Emeryville
WM. H. ZIEGLER.....210 Townsend St., San Francisco

AVOID DAMAGE — SWITCH CUSTOMERS' CARS CAREFULLY

OVERSPEED Couplings are DAMAGING — Here's what happens:

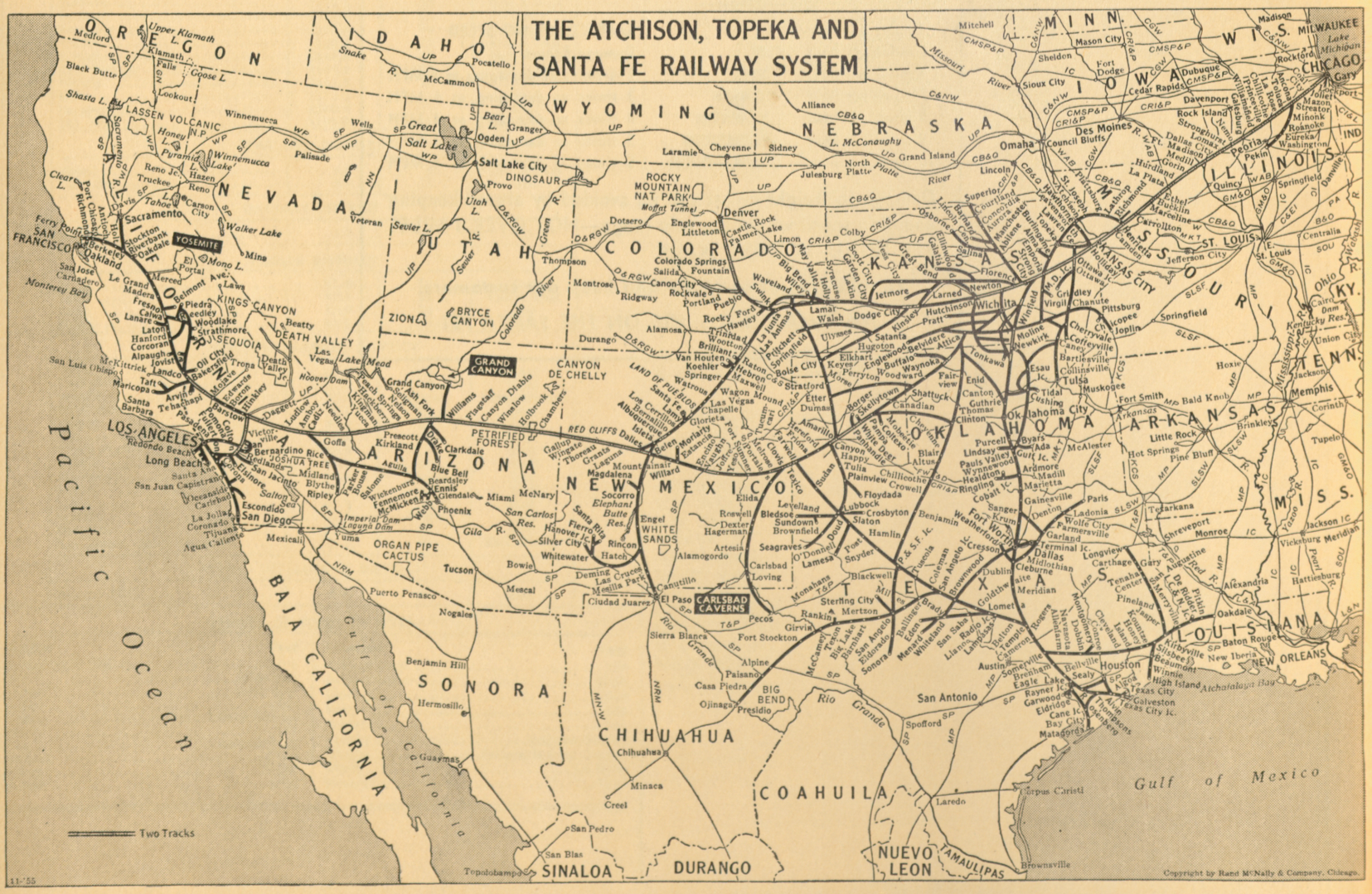


Damage to freight or car can be avoided by always keeping coupling speed within the safe range—NOT OVER 4 MILES PER HOUR—A BRISK WALK.

Handle freight carefully and keep our customers.

IT'S EVERYBODY'S JOB ON THE SANTA FE!

SANTA FE SAFETY FIRST

Every employe should report promptly to his foreman, some member of the Safety Committee, or other proper person, all unsafe conditions or practices.

(See General Rules E, F, and M, Book of Rules.)